

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4723

晚七月初一十年十三號光

TUESDAY, DECEMBER 13, 1904.

60 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 21,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO, KOREA
NAGASAKI, LONDON
LYONS, NEW YORK
SAN FRANCISCO, HONOLULU
BOMBAY, SHANGHAI
TIENTSIN, NEWCHWANG
PEKING, DALNY

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000

RESERVE LIABILITY OF PROP. TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goett, Esq. H. R. Shewan.

Hon. W. J. Gresham. N. A. Siebs, Esq.

A. Haupt, Esq. H. W. Slade, Esq.

H. Schubart, Esq. E. S. Whalley, Esq.

E. Shellim, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.

MANAGER:—

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of a per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per Cent. per Annum.

For 6 months, 5 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE business of the above bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per cent.

Depositors may transfer at their
option, the balance of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL \$5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1904. [25]

JAPAN
COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIMB'S STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Sool, Chemulpo, Yokohama,

Yokosuka, Nagoya, Osaka, Kobe, Meldjuro, Kura, Shiranomaki, Moji, Wakamatsu,

Kratsu, Nagasaki, Kuchinotzu, Sasebo, Mitake, Hakodate, Taipeh, &c.

Telegraphic Address: MITSUI (A.B.C. and A-1 Offices).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State

Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Freight Steamers.

SOLE PROPRIETORS of the famous Mikai, Tagawa, Yamano and Ida Coal Mines, and

SOLE AGENTS for Fujihama, Hokoku, Hondo, Ichimura, Kaneda, Mameda, Manshō,

Onoura, Otsuji, Sashimi, Tsubakuro, Yoshinotani, Yosho, Yanakibara and other Coals.

S. MINAMI, Manager, Hongkong.

[26]

晚七月初一十年十三號光

100 PER ANNUM.

SINGLE COPY, 10 CENTS.

TUESDAY, DECEMBER 13, 1904.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	MALTA	About 17th	
LONDON, &c.	R. A. Peters	December	
MARSEILLES, LONDON and AMSTERDAM, VIA SINGA- PORE, PENANG, COLOM- BO, and PORT SAID	F. N. Tillard	Dec. 12th	Nodes
CANDIA	H. E. Kitcat, F.M.R.	About 21st	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	S. Barcham	About 27th	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th December, 1904.

二年版 第三十月二十英語

60 PER ANNUM.

SINGLE COPY, 10 CENTS.

Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soups, sauces, gravies
and entrees.

BOVRIL



TRADE

MARK

TELEPHONE No. 136.

CHAMPAGNES.

MOET & CHANDON'S "DRY IMPERIAL"	12 oz.
AYALA & Co. EX. QUALITY, EX. DRY	12 oz.
DUMINY & Co. "EXTRA SEC."	12 oz.
DE LOSSY, HOLDEN, SELECT, CUVEE, EX. SEC. OF BRUT	12 oz.
VINTAGE 1892.	12 oz.
CH. DES CHARMIERES.	12 oz.
PAUL ROUSSET & FILS	12 oz.

H. PRICE & CO.,

12, QUEEN'S ROAD.

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " 12/1

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904.

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

ACHEE & Co.,

17A, QUEEN'S ROAD CENTRAL.

FURNITURE DEALERS

TELEPHONE 256.

Hongkong, 19th November, 1904.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

W. FARMER, Proprietor.

LANE, CRAWFORD & CO.

SPORTS DEPARTMENT.

NEW STOCK OF

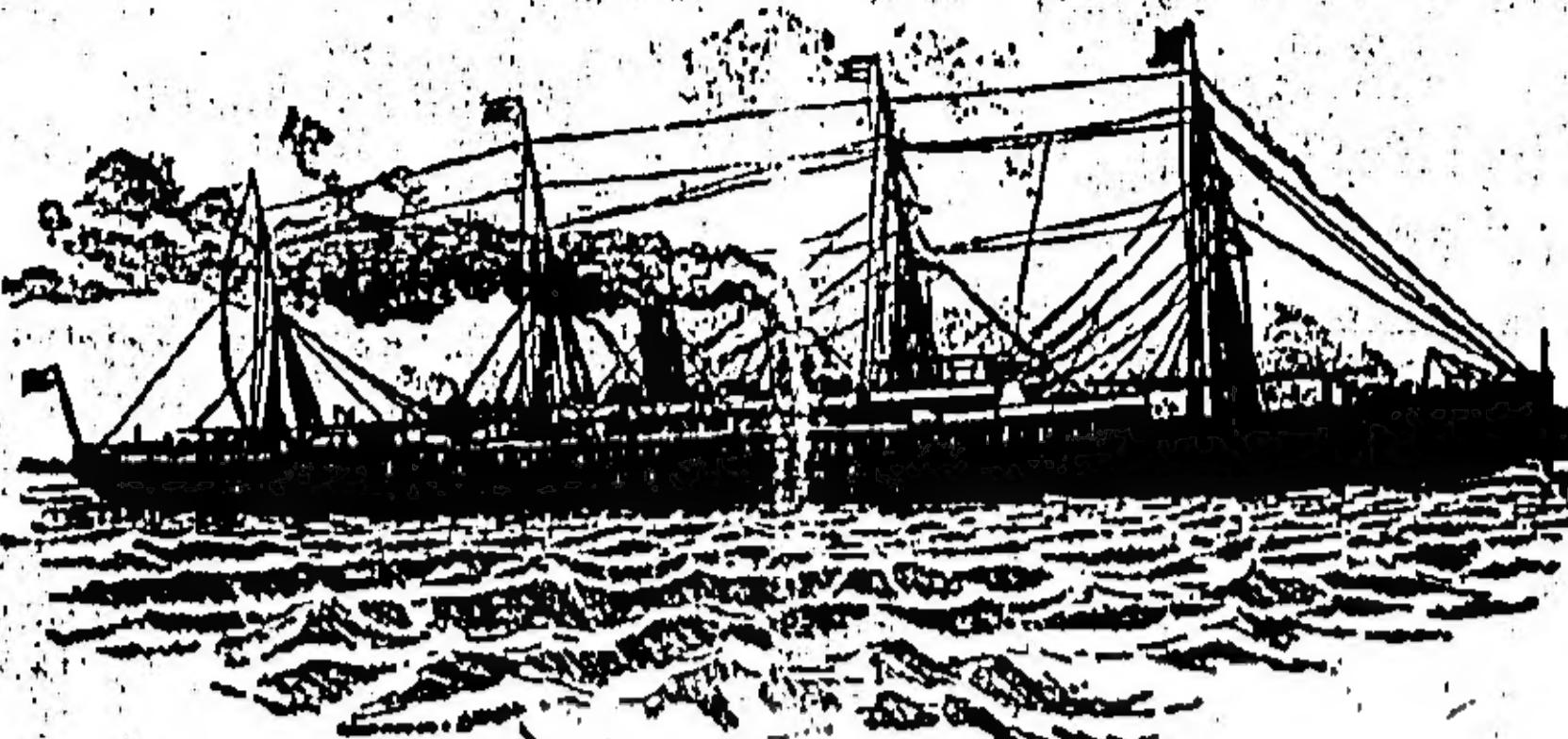
TENNIS Rackets, Balls, Nets, Poles and Markers.

CRICKET Bats, Balls, Stumps, Gloves, &c.

FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.

Stalls.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIO"	4,784 Gross Tons	SATURDAY, 17th December, at Noon.
"MANCHURIA"	13,639	FRIDAY, 23rd December, at 4 p.m.
"KOREA"	11,276	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639	FRIDAY, 3rd February, at Noon.
"CHINA"	5,666	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,276 tons, Oct. 18th, 1902; to days, 15 hours.

THE O. & O. Steamship "DORIO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 17th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Government of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

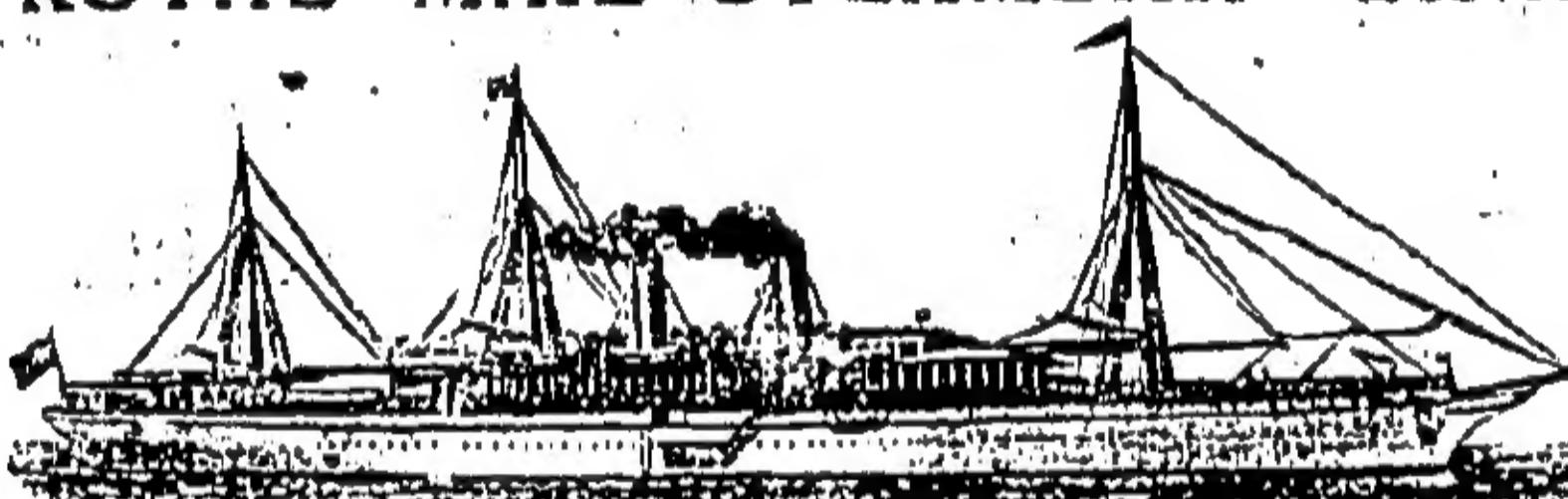
Sailings positive on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th December, 1904.

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th December.

"ATHENIAN" ... 2,440 ... WEDNESDAY, 26th December.

"EMPERESS OF CHINA" ... 6,000 ... WEDNESDAY, 11th January, 1905.

"TARTAR" ... 4,425 ... WEDNESDAY, 27th January.

"EMPERESS OF INDIA" ... 6,000 ... WEDNESDAY, 8th February.

"EMPERESS OF JAPAN" ... 6,000 ... WEDNESDAY, 8th March.

Hongkong to London, 1st Class, £100. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 10th November, 1904.

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SENEGAMBIA ... HAVRE, BREMEN and HAMBURG. 21st Dec. Freight.

Jabung ... (Calling at S'PORE, PENANG & COLOMBO) 1st Jan. Freight.

ARMENIA ... HAVRE and HAMBURG. 1st January. Freight.

C. FERD. LAEISZ ... HAVRE and HAMBURG. 10th January. Freight.

von Hof ... (Calling at S'PORE, PENANG & COLOMBO) 22nd January. Freight.

AMBRIA ... HAVRE and HAMBURG. 27th January. Freight.

Porzolus ... (Calling at S'PORE, PENANG & COLOMBO) 7th Feb. Freight.

SITHONIA ... HAVRE and HAMBURG. 7th Feb. Freight.

Hildebrand ... (Calling at S'PORE, PENANG & COLOMBO) 21st Feb. Freight.

ARCADIA ... HAVRE and HAMBURG. 21st Feb. Freight.

ANDALUSIA ... HAVRE and HAMBURG. 7th March. Freight.

Filler ... (Calling at S'PORE, PENANG & COLOMBO) 7th March. Freight and Passengers.

RHENANIA ... HAVRE and HAMBURG. For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 10th December, 1904.

TSIN TING.

THE AMERICAN SYSTEM

OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st August, 1904.

[892]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,503 tons, Captain H. D. Jones.

"POWAN," 2,338 " R. D. Thomas.

"FATSHAN," 2,200 " W. A. Valentine.

"HANKOW," 2,093 " C. V. Lloyd.

"KINSHAN," 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,908 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2:30 P.M.

Departures on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,90 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8:30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 2,88 tons, Captain J. Wilcox.

"NANNING," 569 " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8:30 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

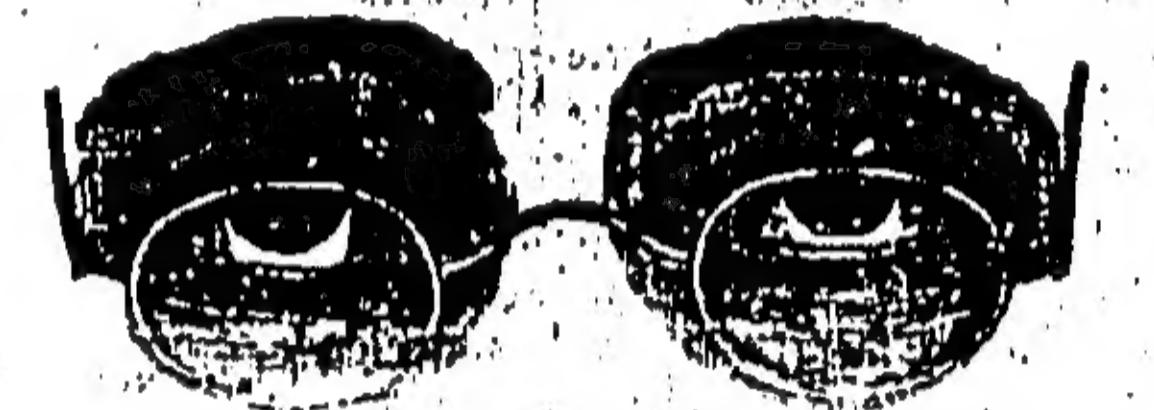
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWINEY,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904. [13]

Entiminations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904. [674]

F. BLACKHEAD & CO., COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS;

16, DES VŒUX ROAD, HONGKONG, SOAP AND SODA MANUFACTURERS.

Sole AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HANDBRUSH, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for F. BLACKHEAD & CO., COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS;

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1904. [184]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1904. [184]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, THREE YEARS' guarantee given to every purchaser.

40, QUEEN'S ROAD, Waterson's Building.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣龍

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

No. 45, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphic Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Intimation.

Wm. Powell, Jr.

Business Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,

Des Vaux Road.

XMAS, 1904.

TOYS!
TOYS!
TOYS!OUR XMAS
BAZAAR

IS NOW OPEN.

Every conceivable kind
of
TOY
to be had at a
REASONABLE PRICE.DOLLS!
DOLLS!
DOLLS!Finest Assortment of
DOLLS
in the Far East.GAMES!
GAMES!
GAMES!Do not fail to bring the
Children to spend
half an hour in the
Bazaar

at

POWELL'S

ALEXANDRA BUILDINGS
HONG KONG.

Hongkong, 13 December, 1904.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and care of it. Now-a-days they call this condition by the learned name of Anæmia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of it.

WAMPOL'S PREPARATION.

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod-livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anæmia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children, for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Offices, St. George's Building, Praya Central, Victoria, Hongkong, TO-MORROW, the 14th day of December, 1904, at 11 A.M. when the abridged Resolutions which were passed at the Extra-ordinary General Meeting of the Company held on the 26th November, 1904, will be submitted for confirmation as Special Resolutions:—

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 50,000 new shares in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders; the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid as to one equal half part thereof on the 31st day of March, 1905, and as to the remainder presently, leaving the balance of the said

2. That the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

3. That for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Dated this 13th day of December, 1904.

SHEWAN, TOWES & CO.,
General Managers.

ONE-DESIGN SAILING CLUB.

A GENERAL MEETING of THE NEW ONE-DESIGN SAILING CLUB will be held at No. 10, WYNDHAM STREET, at 6 P.M., TO-MORROW, 14th instant.

BUSINESS:—
(1) Election of Officers and Committee for ensuing year.

J. REIDIE,
Acting Secretary.

Hongkong, 13th December, 1904. [1335]

NAVY LEAGUE.

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING OF THE MEMBERS AND ASSOCIATES of the Hongkong Branch of the Navy League will be held in the CITY HALL, on MONDAY, the 19th December, 1904, at 7.15 P.M. H. E. POLLOCK, Esq., R.C., in the Chair.

ARTHUR R. LOWE,
Hon. Secretary.

Navy League, Hongkong Branch.

Hongkong, 13th December, 1904. [1333]

STOCKBROKERS' ASSOCIATION.

NOTICE.

DECEMBER SETTLEMENT.

THIS Month's Settlements will commence on THURSDAY, the 29th instant.

By Order of the Committee,

E. S. JOSEPH,
Hon. Secretary.

Hongkong, 13th December, 1904. [1337]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOWES & CO.,
General Managers.

Hongkong, 13th December, 1904. [1338]

TRADE WITH THE EAST.

PROSPECT OF BUSINESS.

A long report has been received by the Premier from Mr. J. R. Suttor, New South Wales Commercial Agent in the East, dated Kobe, September 30th, dealing with matters of interest to the State which have transpired during the month. From this report a number of extracts are taken.

"With the war still in progress, combined with uncertain duration," writes Mr. Suttor, "it would appear that everyone is acting with extreme caution. There is, however, an active demand for wheat, flour, barley, oats, lead, leather, hides, compressed fodder, and wool. Inquiries are also being made for copper, more especially copper of about 99.7%. This occurs, no doubt, in consequence of local requirements being heavy, and inability to keep up the hitherto exports to adjacent markets."

"On the 1st prox. the revised Customs import tariff of Japan comes into force to meet expenses in connection with the war. From a conversation I had the other day with the British Minister at Tokio, it would appear that the new taxes cease at the end of the year following the restoration of peace."

"On perusal of the import tariff it is noted that there is a consumption tax of 15 per cent. on woollen textiles; wool still comes in free of duty. The tax is collected when the woollen textiles, or mixtures, are taken from the manufacturer, Customs or bonded warehouses. All cotton goods would appear to be free from all taxes if manufactured locally, and this, doubtless, has been done with a view to keep the local mills working."

"In 1903 Japan imported wool and woollen goods of a total value of £1,031,600, of which wool accounted for £481,181."

"Wool and goat's hair will come in free of all duty, but on going into consumption a tax of 15 per cent. will be collected on all textiles. All other articles will have to pay the consumption tax of 15 per cent on entering, in addition to the general and conventional tariff already in existence. As an illustration, I take the case of 'mousseline-de-laine.' Under the general tariff 1d per square yard is levied, plus 15 per cent. for consumption tax. The same also applies to the conventional tariff. The contracting States must pay the 15 per cent. in addition to the concessions already allowed under the conventions."

"Armed with such a tax, Japan possesses an enormous advantage over other countries, and her labour is much cheaper. The sole aim of the Japanese Government is to encourage to the utmost the local manufacture of all materials. I have also noticed a keen desire to produce woollen goods of the finest and best quality, both for home requirements and export to other markets. Such exports would not incur the consumption tax of 15 per cent."

FLOUR AND WHEAT.

"Under the new duty there is an increase of 6d per 132-27lb. on flour, thus bringing the total duty up to 1s 2d per ton of 2,000lb. Wheat, on the other hand, still stands at the old duty of 1s per ton of 2,000lb. In one of my previous despatches I pointed out the enormous increase in the importations of wheat. Having in view the above, there is sure to be an active demand for wheat during the coming season, and our people would do well to be on the alert, and keep local agents well posted up with samples and quotations."

"The New South Wales wheat is very highly spoken of, and much preferred to the American and China wheat. The latter is only of a very poor grade, but in demand in consequence of its cheapness, and the fact that it mixes better with the Australian than the American, the former being a much stronger grain."

Dated this 13th day of December, 1904.

SHEWAN, TOWES & CO.,
General Managers.

ONE-DESIGN SAILING CLUB.

UNCERTAIN FREIGHTS.

"Of late, I have received many complaints concerning the prospects of doing business with New South Wales wheat, owing to uncertain freights, and the fact that c.i.f. quotations are from 5s to 10s per ton higher than the American. Uncertain shipments also form an impediment, and a rather serious one. In some cases freightage cannot be obtained, and in other cases when this can be arranged there is always the greatest uncertainty of arrival."

"This is a matter I have already specially reported on, and seeing that it has such an important bearing on trade at this end, I especially urge that representations be made for the Australian shipping to be placed on a more regular footing. The American, Canadian, and other steamers are seldom late, but run to time with market regularity. This is more than appreciated by native buyers and specially taken notice of. It is the custom of native buyers not to anticipate their requirements for any great period ahead, consequently, they look for prompt deliveries at any stated time. This specially occurs in connection with the flour mills. Sufficient grain may be on hand for three to five weeks, as the case may be, and when the supplies are a week or ten days late numerous complaints are made, and the mills throw idle."

"During the last ten days an Australian steamer was advertised to arrive on a certain date, but as a matter of fact had not left Hongkong at the time it was expected to leave Japan on the return trip. Such delays only lead to endless complaints, and frequently cause local merchants to look to the markets with regular and certain steamers. I am, therefore, hopeful that some action may be taken by way of putting our steamer service and the freight question on a more satisfactory footing, any change for the better would be more than appreciated at this end, and lead to increased business."

LEATHER AND HIDES.

"Sole leather is the principal import, and 1815 sides the most in demand. The American sides come here in rolls of 10 sides each, the average weight being about 18lb. During 1903 Japan imported sole leather to the value of £61,136 12s., of which Australia supplied £6,677."

"Japan also imports on a small scale boot and harness leather, but, as previously remarked, under no circumstances must any leathers

be done up in folds. The native buyers are much prejudiced against folded leather, and such objections, whether good or bad, must be respected in Japan. All leather for this market must arrive in rolls or full flats."

"In addition to the leather trade, a trial shipment of hides is worth sending, from the fact that the Japanese are now going largely for tanning works. Local merchants have spoken to me on the matter of hides, and it would be well to try the market as suggested; but, whatever is done in the matter, close attention must be paid to the quality of the hides, and see they are free from the usual defects of carcass skinning, for which would prove fatal at this end."

During the year 1903 Japan imported hides of the nature referred to in the value of £82,581."

GROWING DEMAND FOR BUTTER.

"It would appear that there is a slightly growing demand for butter in the market, this also 14lb. boxes, net. For the time great care must be taken in the 'getting' of butter, as prefer the printed information on the box, and not the paper wrapper."

"The butter now arriving on this market in boxes comes from Canada. The boxes are square and made of white pine with an outside covering of canvas, or old covering (clean), so as to prevent the boxes from getting scratched or damaged in handling. This covering is made into a small bag, large enough to hold the box, and the end drawn together by means of a loop being tightly tied. The inside of the box is lined with nice white, greasy paper, so that when the box is unscrewed at the end, the butter comes out in one block, and does not adhere to the sides of the box. It is also noticeable that the boxes are nicely planed on inside and outside."

"From now the cool weather will gradually set in in Japan. The winter months are practically our summer months in New South Wales. In the absence of suitable cold storage, there is no reason why sample shipments should not be sent, and for the present I would suggest the 14lb. boxes. The Canadian butter referred to is freely selling at 18d per lb. retail. In consequence of the inability of local agents to quote freights from New South Wales, I am unable to supply this necessary information, so that it must be left for quotation at the Sydney end. After arrival here the local expenses will be as follow—Duty, 2d per lb. (including charges, etc., 1/4d per lb. (about) total, 2d per lb. While the Canadian butter is highly spoken of, I do not think it is equal to the best New South Wales butter."

THURSDAY.

December, 1904, at 11 A.M. at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A QUANTITY OF MISCELLANEOUS ARTICLES.

Comprising—

MUSICAL INSTRUMENTS, BILLIARD HALLS, MACKINTOSHES, SUITS OF CLOTHES (new), FELT AND STRAW HATS, SILVER-MOUNTED PIPES, FOWLING PIECES AND SUNDRY JEWELLERY.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th December, 1904. [1334]

PUBLIC AUCTION.

TO ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 15th December, 1904, at 11 A.M. at their Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street.

A QUANTITY OF MISCELLANEOUS ARTICLES.

Comprising—

CAMERAS, MICROSCOPES, TELESCOPES, FIELD GLASSES, SEXTANTS,

MUSICAL, DRAWING AND DENTAL INSTRUMENTS, &c., &c., &c.;

ALSO

A SELECTION OF BOOTS AND SHOES.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th December, 1904. [1324]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,

VALUABLE LEASEHOLD PROPERTY,

situate at Yan-mui-tai, Kowloon,

in Six Lots,

ON

FRIDAY,

the 16th day of December, 1904, at 3 P.M.

at the premises,

by

Messrs. HUGHES & HOUGH,

Auctioneers.

Intimations.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 13, 1904.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS
EXCELLENCY THE GOVERNOR.WATSON'S
BALSAM
OF
ANISEED

is not a cure all, but . . .

IT DOES CURE . . .

A COUGH, . . .

and that right speedily.

A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904.

[35]

A MAN WHO WINKS

A BUSINESS

AND DOES NOT

ADVERTISE IT, IS LIKE

A MAN WHO WINKS

AT

A PRETTY GIRL IN THE DARK :

HE KNOWS WHAT

HE IS DOING,

BUT NOBODY ELSE DOES !!

As we do not wish to find ourselves in the same predicament, may we ask you to read carefully our advertisements?

You will know what we are doing!

GREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

34, QUEEN'S ROAD,

First Floor,

(Opposite Post Office).

Hongkong, 12th December, 1904. [1265-1]

INSURANCE COS. AND THE FIRE BRIGADE.

The question of Fire Insurance Companies and the Fire Brigade is one that is fraught with considerable local interest. The efficiency of the available fire-extinguishing appliances in the Colony has from time to time been made the subject of much criticism in the columns of the Press, and public demonstrations of the working of the Brigade have been directed to be carried out by the Government with a view to satisfying the Executive as to the adequacy or otherwise of the means at hand to cope with any outbreak of fire in the city. That the authorities are content that the appliances and personnel at the disposal of the Government are all that can be desired, must have been the conclusion the community arrived at from the replies of the Colonial Secretary to questions in the Legislative Council regarding the alleged insufficiency of the appliances. The authorities at Singapore have now had their attention drawn to the fire warnings that at present exist in the Colony, and are collecting information from which they will be able to judge whether the means that at present exist for giving an alarm in the proper quarters on the occasion of an outbreak of fire are sufficient or not. The same day as the subject was discussed in the Legislative Council the Municipal Commission assigned to a committee for inquiry and report a suggestion made by one of the Chinese representatives that the local fire insurance companies be all called upon to subscribe to the maintenance of the Fire Brigade. In bringing the matter forward Mr. Choa Giang Thye said they were justified in asking payment for the useful services that they rendered to the insurance companies. The increased expenses as shown in the Budget of 1905 meant a corresponding measure of their services to those companies, and he thought it was nothing but fair if they were approached for the whole or part of the expenses under that particular item. In further support of his argument the representative stated, on the authority of their late Superintendent of the Fire Brigade, that the insurance companies in England and Australia are strictly taxed for the Brigade services and in other cities too, some cities in India included, the companies contribute a fair share towards the fire brigade from its being nothing unusual if they adopted similar measures the increased burden would otherwise fall on the wrong shoulders and that was just what they desired to avoid. Dr. T. Murray Robinson agreed with these views and argued that when a house was completely burnt out, the insurance companies had to pay up; and if the fire was put out before much damage was done to the building or property they saved a considerable part of their money, by not having to pay the damages. He acknowledged that very good work was done by the Fire Brigade, and thought it was only right that the insurance companies should be asked to contribute something towards it. Mr. F. E. Jago, a member of the firm of Messrs. Boustead & Co., merchants and agents for several well-known insurance companies, considered that they had a very good case against the companies, and pointed out that Singapore had been the best paying place for companies who had lost money in all other parts of the world. The President of the Commission (Mr. E. G. Broadrick) could not see any objection in this matter with the exception of the fact that the question had been threshed out before with the companies who had proposed improvements to the Fire Brigade, but this subject had dropped when they, the Commissioners, had suggested that the companies should make some contribution towards the upkeep of the Fire Brigade. He thought that they should apply to Government for power to tax the companies. The *Straits Times*, however, deals with the subject from quite a different point of view, for while not doubting that the insurance companies would agree to any reasonable suggestion that might be made to them in regard to furnishing a joint contribution, gives the assurance of gentlemen of high standing among those companies in Singapore, that the local insurer—and not the insurance companies—would pay the contribution. 'In other words,' continues the journal, 'for every dollar the companies have to subscribe, the insurers will be charged at least \$1, or more probably \$2, extra on their policies. The companies will make profit out of the extra cash outlay in any case, and the insurer cannot find out how much overcharge they are making, while on the face of matters they cannot well object to some such overcharge being made. Therefore, when the companies are called upon to pay a special tax to the Fire Brigade, that tax, plus an unknown surcharge, is removed to the shoulders of the prudent people who insure and thus

strive to escape the risks of fire, while the man that owns the inflammable stack of wood or thatch is charged nothing at all.' A tax to be just should be levied upon all classes for whose good it is allegedly imposed. Why the people who have taken the extra precaution of insuring, and have therefore less vital necessity for protection than have the others, should have to pay extra for the special protection of these latter, is a problem for which it will be difficult to find a satisfactory answer. It is therefore to be hoped, for the benefit of all local insurers, that this proposal to overtax these insurers will be dropped. A correspondent quite agrees with the remarks and argues that there is not the slightest doubt but that simultaneously with the tax in question being imposed, the current very low fire-insurance rates in Singapore would be considerably increased. He thinks the proposer of the scheme lost sight of that fact, and also forgot that the largest property owners in Singapore,—Chinese, Arabs, and others,—do not insure their properties. Would it be fair, he asks, to those ratepayers who do insure to be taxed for the benefit of those who see fit to go without such protection? It is to be hoped that this salient point will be borne well in the minds of the City Fathers when they come to deal with the proposed new tax.

LOCAL AND GENERAL.

An enjoyable concert was given at the City Hall last evening by the band of H.I.G.M.S. *Furst Bismarck*.

The *Chingping*, from Shanghai to Chinwangtiao, being overdue, was found to have put in to the Miaoao Islands, for repairs.

THE British chartered transport *Dilwara* arrived in Port this morning with detachments of the West Kent Regiment and the Royal Garrison Artillery, on board for Hongkong.

READERS are reminded of the concert to be given this evening at the Kowloon Institute by members of H.M.S. *Vengeance*. The programme will be opened at eight o'clock and an enjoyable time is expected.

SEVERAL boxes of cartridges and 549 shells for the Russians at Port Arthur were discovered by the railway authorities in a cargo of bags of beans being brought down by Chinese from Hsinminutou to Chinwangtiao.

MR. L. McLean, of the Malay States Civil Service, a noted chess-player, has consented to give an exhibition of simultaneous chess playing at to-morrow's meeting of the local Club at 5.15 p.m. He has given similar exhibitions elsewhere, and also blindfolded. He is prepared to play simultaneously.

THE Consul-General for the Netherlands at Singapore wishes to make it known that the importation of British trade dollars and Mexican dollars will be prohibited from Netherland India from the 12th inst. Officers, seamen and passengers of vessels calling at a port or roadstead of the said territory will, however, be allowed to take ashore an amount of these coins not exceeding \$10 per head.

CONSUL General McWade has been giving his opinion on affairs Chinese. He is reported as having stated that rebellion is ripe through all parts of China contiguous to Canton. 'Bribery and open, unblushing corruption masquerade as Government powers, and conditions have reached the limit of rotteness and national disgrace. Purchased official positions and systematic extortion as the sequel are working out their natural results.'

AT a meeting held at Headquarters on the 7th inst. it was decided to give a Volunteer dance next month, if a sufficient number of subscribers could be got together to make it a success. The probable date will be Friday, the 20th January, 1905. Each subscriber and guest may take one lady free. Uniform must be worn. The names of those members willing to subscribe should be sent, with the probable number of guests, to Headquarters not later than the 19th inst.

THE Chinese Village Company holding the concession at the World's Fair, is reported to have gone into bankruptcy. The 500 Chinese at the Fair were to be taken into custody and shipped to San Francisco for deportation. Prosecution by Federal authorities of Lee Toy and Eca da Silva, the former being head of the Chinese Village Company, is put forward as the cause of the break-up. The United States is not resting here, says an exchange, but is vigorously hunting for those responsible for the wholesale importations of Chinese.

A RULE under the Customs Enactment, recently made by the Resident, fixes the rate of duty payable on gold exported from Pahang. Five per cent. ad valorem is the duty always charged hitherto, but this has been reduced to 2½ per cent. for the years 1904 and 1905. For the purpose of calculating duty, the value of gold, other than that obtained by the cyanide process, is taken at £4 sterling an ounce, the conversion into dollars being made at the current rate of exchange. Cyanide gold is assumed to be worth £2 an ounce, and the duty is levied on that basis. The rule provides for final adjustment on production of bank certificates showing the actual amount realised by sale of any given consignment of gold, if the sale value per ounce is less or more than the rates fixed as stated above, a refund is made or the additional duty is collected, as the case may be. Gold won by persons who have paid a commutation fee under the Mining Enactment is exempt from duty.—*Straits Times*.

FREE-MASONRY.

LODGE ST. JOHN, 618, S. C.

INSTALLATION CEREMONY AND BANQUET.

The installation ceremony in connection with the above Lodge took place at the Masonic Hall, last evening, there being a large attendance of members and visiting brethren. The ceremony was impressively conducted by Rt. Wor. Bro. Dr. Jordan, District Grand Master of the District Grand Lodge of Scottish Free-masonry in Hongkong and South China, Rt. Wor. Bro. J. L. Cotter being duly installed Master. The incoming Master then appointed and invested his officers as follows:—Im. Past Master, Wor. Bro. J. A. Tarrant, Wor. Sen. Warden, Bro. H. K. Davidson, Wor. Warden, Bro. C. J. Tyndale-Lea, Secretary, Wor. Bro. J. Lochhead, Treasurer, Bro. A. Ritchie, Organist Bro. H. F. Campbell, Senior Deacon Bro. E. W. Carpenter; Junior Deacon Bro. H. W. Strike, Director of Ceremonies Wor. Bro. J. Dickie, P.M.; Inner Guard Bro. H. B. Carter, 1st Steward Bro. T. Blair; and Steward Bro. J. Anderson, and Tyler Bro. J. Vanstone.

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At the conclusion of the Lodge, the brethren sat down to an excellent supper in the dining room. The arrangements in this department were in the capable hands of the proprietors of the King Edward Hotel, and gave every satisfaction. The menu was as follows:—

Soup.
Turtle Soup
Salad
Lobster (Plain)
JOINTS.
Roast Beef
Roast Mutton
Roast Turkey
Cold Corned Beef
Boiled Ham
ENTREES.
Pate de Foie Gras in Jelly
GAME.
Game Pie
Roast Pheasant
Roast Wild Duck
VEGETABLES.
Boiled Potatoes
Roast Potatoes
Green Peas
Boiled Cabbage
SWEETS.
Fruit Jelly
Jam Tarts
Mince Pies
Butter Pound Cake
Cheese, Crackers, Fruity, Tea and Coffee.

The banquet being concluded, The Worshipful Master proposed "The King and the Craft" and "The Most Worshipful the Grand Master of the Grand Lodge of Scotland," both of which were received with much enthusiasm.

He then proposed the healths of "the District Grand Master and officers of the District Grand Lodge of Scottish Free-masonry in Hongkong and South China." In doing so he said, as they were all doubtless aware the District Grand Lodge had only been recently formed and he might say that Lodge St. John, as the senior Scottish Lodge in the Far East, was to a great extent influential in promoting the Grand Lodge. The formation of Lodge Eastern Scot in Kowloon, in which Lodge St. John was also the prime mover, rendered the formation of the Grand Lodge possible, and it so happened, very conveniently too, that there were sufficient past masters of Scottish Free-masonry to fill the various offices in the District Grand Lodge. He thought it redounded to their credit, that they had selected Wor. Bro. Dr. Jordan to the post of District Grand Master, for his record in Free-masonry in the East was a sufficient guarantee for the success of this District Grand Lodge. Considering that was only the second installation ceremony, Dr. Jordan had conducted since his appointment, he was sure they must have all been impressed with the admirable manner in which it was carried out. He hoped the District Grand Lodge would prove an incentive to the junior members of the various Scottish lodges, to aspire to those higher offices now possible in the District Grand Lodge. In conclusion, he hoped that Dr. Jordan might live for many years to carry on his duties as District Grand Master (applause).

The toast having been cordially honoured,

Wor. Bro. Dr. Jordan briefly responded. He said it was with the greatest satisfaction that the officers of the District Grand Lodge saw each daughter lodge in its district prospering so well. That prosperity was due to the Masters of Lodges. Their influence was supreme, their power was great, and their example, unless it was a thorough good one, was bound to reflect on the Lodge to its discredit. That night they had had an opportunity of seeing how well and efficiently St. John's Lodge had been conducted, and he sincerely congratulated the Lodge on its choice of officers for the current year.

Bro. N. K. Davidson then proposed "Success to sister Lodges and Visitors," which was enthusiastically toasted.

Wor. Bro. Dr. Hough responded and spoke of the welcome always extended by the members of St. John's Lodge to visitors. Good fellowship always prevailed, together with that good feeling which he hoped might ever obtain amongst masons.

Wor. Bro. Dr. Boggs of the *Empress of Japan* also responded.

Wor. Bro. J. J. Andrew next proposed the Hongkong and South China Masonic Benevolent Fund Corporation, which was well received, and acknowledged by Wor. Bro. Bryant. Wor. Bro. Tarrant proposed the health of the newly installed Master, and in doing so remarked that, from what he personally knew of their new Master, he would not only reflect credit upon Lodge St. John and Free-masonry in general, but he would be a strong support and a strong factor in advancing the cause. Knowing Wor. Bro. Cotter in private, public, social and masonic life, he was sure Lodge St. John had chosen a man who would do credit not only to himself, but to the members of the Lodge as a whole. (Applause.)

The toast having been drunk with musical honour.

Wor. Bro. Cotter responded, and took occasion to propose the healths of the J.P.M.; the past masters and retiring officers of the Lodge. Wor. Bro. Tarrant, he said, had been Master of

the Lodge for two years, and during that time his disinterested attachment to the Lodge, and his thorough method of carrying out the duties of Master had endeared him to them all. (Applause.) He did not think they had ever had a better Master, for he had taken up his duties so absolutely and thoroughly, and furthermore had rendered every assistance possible to his junior officers during his term of office. He hoped to be able to emulate the example Wor. Bro. Tarrant had set to all his successors; and to assist in furthering the interests of the Lodge and the craft in general as Bro. Tarrant had done with such success in the past. In conclusion, he commented upon the admirable work done by the retiring officers, and hoped they would assist him during his term of office in every way they possibly could.

The toasts of "Wives Sisters, Daughters and Sweethearts of Masons" proposed by Bro. Tyndale Lea, and "All Poor and Distressed Persons," given by Bro. Vanstone brought the toast list to a close.

The toasts were agreeably interspersed with songs, the contributions to the evening's enjoyment including Wor. Bro. Cotter, Wor. Bro. Tarrant, Bros. Bridger, P. W. Goldring, A. R. Evans, Edwards, Townsend, and others. The function terminated shortly after twelve with the singing of the National Anthem.

ST. ANDREWS, KOWLOON.

Another step in the development of Kowloon is taking place just as we are going to press, the Bishop of Victoria and many ladies and gentlemen being assembled by the side of Robinson Road where the Rev. Dr. Hoare is laying the foundation stone of a new church erected and presented to the Colony by the Hon. Sir Paul Chater, C.M.G., and to be dedicated to St. Andrew. The building which is to be of red brick in the early English Gothic style of architecture will stand on a commanding site by the side of the school presented to the Colony by Mr. Ho Tung, and which by the way looks in need of some attention on the part of the painter and bricklayer. The plot of land on which the church is to be built is 67,500 square feet in area, and was granted by the Government free of cost. Messrs. Leigh and Orange are the honorary architects and have prepared plans of a building to accommodate about 300 worshippers. There will be two entrances from the Western end, one in the tower and the other through the baptistery leading to a nave 55 feet by 26 feet wide with aisles. The choir and sanctuary will be situated at the Eastern end beyond a main chancel arch, and on the North side of the chancel there is to be a parish vestry, 16 feet by 14 feet 6 inches, and on the South side a sacristy and choir vestry. The columns to the main piers will be of Grecian marble brought out from Athens. The church is estimated to cost \$40,000. The foundation stone of the church bears the following inscription:—

THE BISHOP OF VICTORIA,
FOUNDATION STONE
was laid by
Rt. Rev. J. C. Hoare, D.D., Bishop of Victoria,
December 13th, 1904.

Colony by
Sir G. P. Chater, C.M.G.

THE SERVICE.
The special service appointed by the Anglican Church for these occasions was fully choral, the choir from St. John's Cathedral attending in force, the Rev. F. T. Johnson assisting His Lordship the Bishop of Victoria, in laying the foundation stone of the church of which it is understood he is to be the first incumbent in charge. The order is as follows:—The choir having sung the hymn "We love the place, O God" special responses and psalms are intoned by the Rev. F. T. Johnson, after which the Bishop reads the special prayers for blessings on the new house of worship. A lesson follows and then the choir and congregation sing "The Church is one Foundation." Appropriate prayers were then read by the Bishop who, with the invocation, lays the stone, and the final hymn, "O Lord of hosts," is sung. The blessing concludes the ceremony.

SHIPPING ITEMS.

The following items are culled from the *Nagasaki Press*:—
The Norwegian steamer *Argo* has been sold to a Chinese firm for Yen 95,000, while the German steamer *Independent* has been bought by the Akita Kisen Kaisha for Yen 100,000. Two Norwegian steamers of 1,538 and 894 tons are reported to have been sold to Mr. Hashimoto of Nagasaki and Mr. Amagasaki of Osaka respectively, but the names of the vessels are not yet known.

The German steamer *Stolberg* has been sold to the Osaka Shosen Kaisha for Yen 250,000. The transfer of the vessel was to take place at Kobe on the 25th ult.

The charters of the steamers *Standard* and *Quarta* to the Osaka Shosen Kaisha being terminated at the end of last month, contracts have been arranged for their renewal for another three months.

The steamers *Lennox*, *Kilburn*, *Claverhill* and *Rasbora* were expected to be released from charter to the Nippon Yusen Kaisha in the first ten days of December their places being taken by the *Yorihime-maru*, *Takao-maru*, *Nitto-maru* and another steamer, which the company has just hired for that purpose.

The Osaka Shosen Kaisha is now constructing seven steamers, one at Osaka, one at Kobe, and five at Nagasaki. Those being built at Nagasaki are to be christened the *Daiko-maru* (1,600 tons), the *Dalshin-maru* (1,250 tons), the *Dalny-maru* (2,000 tons), the *Joshin-maru* (1,200 tons) and the *Matan-maru* (1,200 tons) at Kobe, the *Kaijo-maru* (2,000 tons) and at Osaka, the *Osaki-maru* (2,000 tons).

TELEGRAM.

THE WAR.

FORT ARTHUR BOMBARDMENT.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram

TELEGRAMS.

(Results.)

Reorganising the Navy.

LONDON, 11th December.

The Admiralty announces an important reorganisation of the navy, with the object of remedying certain defects of mobilisation. The Home fleet will from now be called the Channel fleet, and becomes the senior command in the navy; the fleet will consist of 12 battleships and a proportionate number of cruisers. The Channel fleet will from now be called the Atlantic fleet, with its base at Gibraltar, and will consist of 8 battleships and a proportionate number of cruisers. The other squadrons will be divided into three groups: the Eastern consisting of the China, the Australian, and the East Indian squadrons; and the Western consisting of the North American and West Indian squadrons, and the third group will be at the Cape, forming a connecting link with the others. There will also be three Cruiser Squadrons in the Channel, the Atlantic, and the Mediterranean, detachable for special cruises.

LATER.

From henceforth the entire reserve fleet will remain constantly in commission and ready for immediate service, exercising at sea periodically; it will take part in the manoeuvres of 1905-1906, when the navy throughout the world will assume that war has broken out, and that all the reserves are mobilizing and proceeding under Rear Admirals to reinforce the fleets to which they are affiliated. Flag officers will everywhere have to act on their own initiative arranging for mutual co-operation. References to the Admiralty will be forbidden.

"CHOW PHYA" REPORTED LOST.

The *Straits Times* learns that the Chinese-owned steamer *Chow Phya*, 730 tons, Capt. Braat, sailing under the Dutch flag, has been lost on the east coast of the Peninsula, while on the voyage between Kelantan and Singapore. The news is neither confirmed nor denied by the agents, Messrs. Khoo Thee Soon and Co. The *Chow Phya* has been running on the east coast about twelve months; formerly she sailed between Singapore and Malacca.

THE FRENCH CONVENT

SALE OF WORK.

One of Hongkong's most deserving institutions throws its doors open to-morrow afternoon for the admission of the charitable public to a sale of work in aid of funds for the maintenance of the poor orphans in the "Aisle de la Ste. Enfance," one of the most important works in connection with the French Convent. Cleanliness, it is said, is next to Godliness, and that being so is evidenced by a visit to this the floors shine as mirrors and never a cobweb is in evidence from end to end of the vast edifice. The good Sisters are responsible for the daily food and raiment of 400 souls—old women, maidens, and young children, some of the latter were infants but a few days old, when abandoned by their mothers! The building is divided in such a way that the hospital, which is bright, clean, and airy, is entirely isolated from the rest of the institution, and here are to be seen patients from aged bed-ridden women to tiny cripples—verily, the lame, the maimed and the blind find an asylum here; for none are turned away, however full the place may be, the Sisters saying there is always room for another cot. There is never a day passes but some three or four poor deserted infants are brought here for the care of the Sisters and all are admitted. The children's hospital is separate from that of the grown up people, and there is a convalescent ward fitted up with all that can amuse or interest the sick juvenile mind, while the kindly sisters are giving motherly care to the poor babes unceasingly and cheerfully. On one side is the school refectory and dormitories for the Chinese orphans, on the other those for the Europeans, daily and monthly boarders, while above are their dormitories, and neatness and cleanliness everywhere prevail. In the work-rooms to be seen groups of the orphans busily engaged in making up and finishing all the dainty articles of lace and embroidery, for ladies and children's clothing, the heavier articles for household use comprising napery, towels and dusters. There is an old, blind woman claiming to be 90 years of age, who was once a wealthy merchant's wife until deserted by her profligate husband, and here she sits cheerfully humming and hemming neatly, by touch alone, dusters and towels. There is another old woman paralysed below her waist patiently picking threads for the weavers.

As a contrast to this, here is a tiny Chinese child, so small as to require a high chair to sit at an ordinary table, and she, blind as she is, is making patch-work to furnish quilt-covers. And everywhere cheerfulness reigns, and never a sigh or a frown on the good Sisters' faces ever betrays the weight of the burden of responsibility they have to bear. But a short time ago a poor deserted old dame was brought to this haven, and when she looked round the room and saw the place appointed for her future dwelling she told the Sister that she did not want ever to die as even Heaven could not be a better place than that! And it is for this work that these sales take place, partly for the funds they bring in—funds so much needed—and partly for the purpose of showing what excellent work can be turned out at this establishment, for which orders are always so gladly received and so promptly attended to. There is no class of work, embroidery, lace or plain-work, which cannot be done here, and surely such a deserving institution should have but to ask for it to receive the fullest measure of the support of the public.

The sale commences at two o'clock to-morrow, but the work can be inspected at any time.

HONGKONG'S HOUSE OF DETENTION.

BY AN EX-INMATE.

(Special to the "Hongkong Telegraph")

It was observed in a previous article in the subject of the House of Detention in Hongkong that even under the best conditions, even when the person "detained" is blessed with the philosophic temperament, there are annoyances. Of course, what might under other circumstances prove mere trivial affairs which could be stared over with a laugh are apt to assume huge proportions in the eyes of the sufferer, especially when he has long days and longer nights to brood over his tribulations. But take this instance:

The day after entering the House, each person is required to undergo a medical examination—well and good. He is also vaccinated. There are two or three varying views on the subject of vaccination, and nobody is more indignant at being compulsorily operated in than the out-and-out anti-vaccinationist. But as vaccination is still compulsory in Scotland we will let that aspect pass. What will be thought of the fact that all newcomers to the gaol are vaccinated not by a doctor, or qualified man, but by an assistant warden, and a half-educated Sikh at that? The mudsopher and his exceedingly simple. The Sikh catches hold of a Chinaman—usually a scrofulous coolie—scraps three wounds on his left arm, with the same instrument plasters on some lymph, and the operation is over. The next man may or may not get some of the virus drawn from the last subject and if he turns out to have been infected what remedy has he got? Of course, it may be said that a European alive to the possibilities of catching disease should protest, but the protest is likely to have a hard time of it. It must be a case of getting into hot water all round. The strange thing is that a presumably unqualified man should be permitted to operate on Chinese and Europeans alike, particularly when one remembers the vigilance exercised in England by the medical faculty in preventing unqualified persons practising medicine or surgery.

Another minor grievance is the abnormal interest of prison officials in man's nakedness. Fortunately in this direction, the European section are not subject to the same methods as the Chinese, but one never knows when it may happen that all will be treated in the same way. Every morning, a horde of Chinese coolies who are leaving prison, after undergoing their sentence, are stripped and ordered through an acrobatic performance that would be wondrous in the diamond mines of Kimberley. Up go their hands, their mouth clicks, they do a double shuffle, stand on one leg, and finally they are hauled by the queue into the cage. What is expected to result from this entertainment it would be difficult to say. It is hardly likely that even a Chinaman would find valuables in gaol which he might feel inclined to take outside. Still, one never knows, and it is just possible that there may be some subtle meaning in it all which escapes the "casual."

The European in the House of Detention has also to undergo the searching process, night after night. He might, of course, fill the cells with tobacco, or bring newspapers into the room, or break any one of the score of rules, which are supposed to regulate his daily life. Only a fool would contravene these rules, but there may be fools in that sense in the House of Detention.

It is, however, a want felt by all professional "casuals" that they are not allowed a book to read, say, on Sundays. A Bible they may have, but only prisoners who are undergoing sentences of over four months' imprisonment are allowed to forget their sorrows and trials, for the nonce in perusing even a book on political economy. As a matter-of-fact it is generally allowed to be far preferable to be a duly convicted prisoner than a pauper. A prisoner sleeps on a trestle-bed; a pauper thinks himself lucky if he gets a clean cell and a couple of blankets. He is the *bleu noir* of the officials; he is always a sloucher, a chronic idler in their eyes, and when he has "done" his ten days they regard it as a perfect nuisance that he should be allowed his freedom from 8 a.m. to 4 p.m. Perhaps that is a feeling of the world of which we are made, and I think both "Anxious" and "Sanguine" Shareholders may safely dismiss from their calculations the possibility of deriving any benefit from this latest scheme of Mr. Twentyman's.

In case "A Sanguine Shareholder" should be able to read between these lines, and detect the writer's object, I may add for his information, and to enable him to arrive at a correct solution, that I am neither "short seller" nor "forward buyer." I am not now, and never have been, a shareholder of the Dock Company, and whilst my intellect continues unimpaired never will be.

I am, etc., ACCOUNTANT.

8th December.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board room this afternoon. Hon. Dr. Atkinson presided, and there were also present Hon. A. W. Irwin, Col. W. E. Webb, R. A. M. C., Mr. Lau Chu Pak, Mr. E. A. Hewitt, Mr. H. E. Pollock, K.C., Dr. G. Barnett, Mr. A. Rumjahn, Dr. A. Macfarlane, and Mr. T. H. Hanmer, secretary.

HOUSE-CLEANSING.

Dr. P. Barnett submitted a report on the house-cleansing work for the month ending the 26th November, showing that there had been 2,280 houses and 212 empty floors cleansed, in the fortnight ending the 6th inst. 2,065 houses lime-washed in the Central district and 9.8 in the western.

PUBLIC LAUNDRY.

An application was received from Mr. Mak Luk for permission to establish a public laundry at No. 10 Caroline Hill Road. The premises were certified by the Inspector of Buildings as fit to be licensed for the purpose.

Mr. A. Rumjahn minuted "grant."

AN APPLICATION WAS RECEIVED FROM TUK SANG FOR TRANSFER OF HIS MARKET LICENCE FROM QUEEN'S ROAD EAST TO WING FOO STREET. IT WAS REPORTED THAT IN HIS SHOP HE HAD HAD SEVERAL OTHER MEN DOING DIFFERENT BUSINESS IN CONTRAVENITION OF THE RULES OF HIS LICENCE. HE WAS ORDERED TO ABIDE BY THE RULES OR HIS LICENCE WOULD BE CANCELLED. THE OTHER BUSINESSES WERE THEREUPON REMOVED.

HON. REGISTRAR GENERAL MINUTED THAT A SMALL MARKET SHOULD BE OPENED IN THIS NEIGHBOURHOOD, AND IF NO LAND WAS AVAILABLE THE GROUND FLOOR OF AN ORDINARY HOUSE SHOULD BE RENTED AND FITTED UP WITH STALLS. THIS WOULD PREVENT SUBLETTING FOR OTHER BUSINESS PURPOSES.

Colonel Webb minuted that the application should be granted.

INSPECTOR BUTT REPORTED THAT THE PREMISES WERE QUITE CLEAN AND FIT TO BE USED FOR THE SALE OF HUMAN FOOD.

S. C. FARNHAM, BOYD & CO., LTD.

The following further correspondence on the above company appeared in a recent issue of the *N. O. D. News*:

Sir.—The following paragraph, which appears in last night's *Fairplay*, dated London, 3rd November, may interest some of your readers:

"A London syndicate has offered to purchase the whole plant and business of Messrs. S. C. Farnham, Boyd & Co.'s dockyard at Shanghai at the price of £1,573,200. If the offer is accepted new and larger docks and workshops will be built, suited to the construction of steamers of all sorts and sizes. Great activity in that branch is looked forward to at the end of the Russo-Japanese war."

As Mr. Twentyman only left Shanghai on the 8th of October, the above paragraph was published some time before he reached London, and I think it goes to prove that Mr. Twentyman did receive a bona fide offer to take over the Company as a going concern for the sum of £1,573,200, before he left Shanghai.

The fact that a little more time is required to get the necessary capital fully subscribed does not necessarily mean that our property is being hawked about the London market" as suggested in your leading article of the 6th instant, for although I may not be well posted regarding big financial propositions, I am inclined to think that even in a place like London a financial syndicate would not have £1,573,200 lying idle to be called up at a moment's notice, but would require some little time to obtain that sum of money in cash.

I am, etc., VERITAS.

8th December.

* * * The above paragraph from *Fairplay* is obviously merely a summary of the article which appeared in our columns on the 12th of September. Perhaps "Veritas" will allow us to point out one misapprehension in his letter. The Syndicate has only to find £690,000, not £1,573,200, in cash; the rest of the purchase money is to be paid in scrip.—ED.

Sir.—I have very carefully pursued your leading article of the 6th instant, as also the two communications in reply thereto, which appeared in your issue of yesterday.

It appears to me, as an outsider, that there is "something rotten in the state of Farnham's," and that new blood and fresh energy are required to set matters right. There exists a certain feeling of doubt, and even distrust, with the actions of the Directors, whose interests do not seem to travel in the same direction as those of the shareholders. Deeds, not words, nor circular letters, are the guiding stars for shareholders in all joint stock concerns, and I am bound to admit that in this respect appearances are dead against the Directors of Farnham Boyd & Co., Ltd.

I have before me the annual reports of the Company for the years ending 30th April 1902, 1903, and 1904, which shows the following results respectively:—

1902...Net Profits Tls. 1,36,580.30 Dividends paid 17 per cent.

1903...do... 971,124.72 do... 15 " "

1904...do... 760,553.13 do... 10 "

In all these accounts there is an extraordinary similarity in many of the items which appear under the head of Assets, which fact seems to indicate, at least, a "faisez-faire" method of book-keeping, unusual in well-managed concerns. I do not go further back than 1902, because I have not had an opportunity of seeing the reports prior to that year.

Now with regard to the famous "scheme" which was laid before the shareholders at the meeting held on the 26th of September last. There seems little doubt but that an entirely wrong impression was conveyed to the shareholders in the statement made by the Chairman at that meeting, in which he distinctly said that they were there to consider a "definite offer" accompanied by certain conditions which were not then fully understood, but which it "looked all right." Mr. Twentyman at least, and yet there is no record of his having done so, has ascertained the nature of those conditions to which he referred, and upon which the acceptance or rejection of the "offer" depended. On the contrary, the telegram which was referred to in a circular letter a few days ago, made no mention of any offer at all, and from the wording of the message, it rather looks as though the object of Mr. Twentyman's endeavours in London was to raise the necessary capital in order to carry through his scheme. If this is the case, it is hardly to be surprised at that he should require more time, and I think both "Anxious" and "Sanguine" Shareholders may safely dismiss from their calculations the possibility of deriving any benefit from this latest scheme of Mr. Twentyman's.

In case "A Sanguine Shareholder" should be able to read between these lines, and detect the writer's object, I may add for his information, and to enable him to arrive at a correct solution, that I am neither "short seller" nor "forward buyer." I am not now, and never have been, a shareholder of the Dock Company, and whilst my intellect continues unimpaired never will be.

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TO SALVE THE S.S. "SHREWSBURY."

PRINCE HASSAN AT MACAO.

(From a Correspondent)

Macao, 12th December.

Instead of proceeding to Macao from Hongkong by the s.s. *Hawgshan* on Saturday last, as previously arranged, H.R.H. Prince Hassan, elected to make the trip by a specially chartered steam-launch. He accordingly hired the *Lee Fat*, and arrived by her at half-past six o'clock on Saturday evening. His Highness travels incognito. By courtesy of the Harbour Master, Capt. Leitio Xavier, the Government launch *Carvo* was placed at the disposal of the distinguished visitor during his stay here. On the arrival of the *Lee Fat* she was met, at the entrance to Praia Grande Bay, by the *Carvo*, Mons. Jacques D'evera (of the Lappa Customs service) being aboard to welcome the Prince to Macao. The Colonial Secretary (Dr. A. P. Lello) was present at the wharf upon the Prince's landing, and accorded to the latter, on behalf of the Governor, His Excellency's welcome to the Egyptian Prince. Owing to both hotels being crowded out of accommodation by the very large number of visitors who had come over for the festivals, the Prince had his quarters on board the *Lee Fat*, a little dingy, carrying the tricolor lying alongside the launch to convey the gentleman to and fro. In the evening of Saturday Prince Hassan visited the Bazaar and open-air fete held at St. Paul's where his liberality in a charitable cause had scope for play. On Sunday, in the forenoon, he left his cards at Government House, and paid similar compliment to the Secretary General and to the Harbour Master. Later in the day a picnic was organized and the occasion was availed of for a visit to the famous Chinese garden in Chinshan. The party proceeded to the spot by water, the Government launch being kindly lent for the purpose. Numerous other places were visited, the sight-pleasing His Highness very much. The religious procession in the afternoon as well as the illuminations at night were also witnessed. The princely visitor expressed himself as highly pleased with all he had seen in this ancient city.

Prince Hassan leaves Macao to-night on board the *Lee Fat* on a round trip to the West River ports via Hongkong and Canton. It is probable that Mr. D'evera will accompany H.R.H. up the river and back. The Prince returns home by the next German mail.

A sampan man deposited that on the 27th ult. the defendants asked for a sampan and took his boat telling him that he need not accompany them. After arranging the price at 70 cents they left. Witness testified as to his being called to identify his wife's and child's body.

Asked by the third defendant, witness said he was sure the men told him they wanted to go to the s.s. *China*. The piece of wood produced was a shelf inside his shrine on board where he kept his joss; cups were kept on the shelf. He had never seen either of the accused before.

The son of the last witness said he was in the boat at the wharf of Pottinger Street when his father came with three foreigners, and they bargained for the price. They then climbed on board, and one of the men helped to haul up the sail. The men told them to go to the *China*. They told his father they did not want him, and he remained on shore. When the boat got a good distance off one of the men pressed down witness's mother. Witness was rowing in the bow, and another of the men pressed down witness's sister, aged 13 years. That was in the cabin; the mother was in the stern, and then the third man ran to witness and pressed him down and bit him, on the side of the face, leaving a mark which was still visible. He then got a knife, opened it, and cut witness just above the ankle on the right foot, and pushed him overboard. He swam to another sampan, and was picked up and taken ashore

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHIN MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"HYSON"	17th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	19th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.
GLASGOW and LIVERPOOL	"PRIAM"	4th January.
GLASGOW and LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "HYSON" left Singapore at daylight on the 10th inst., and may be expected to arrive here at daylight on the 17th.

S.S. "SOBRALENSE" left Singapore on the 12th inst., at noon, and is expected here about the 19th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
"GENOA, MILLES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	7th January, 1905.
"GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "PELEUS".		28th December.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"YUNNAN"	14th December.
KOBE	"YOGOOW"	14th "
SHANGHAI and CHINKIANG	"KIUWANG"	14th "
NINGPO and SHANGHAI	"NANHANG"	14th "
SHANGHAI	"KWEIYANG"	14th "
CEBU and ILOILO	"WHAMPOA"	15th "
MANILA	"HUNGKUANG"	16th "
	"TAMING"	20th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th December, 1904.

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey 5.1 Meals (Each).

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey, and " 1.50 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD., No. 216, Wing Lok Street, WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. "Perseverance's" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00.

Return " \$3.00, " " \$5.00.

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON S.S. CO., LTD., S. A. NORONHA.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING OHAI," Captain T. AUSTIN, R.M.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 10 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 10 cents, Return, 10 cents; Steerage, 10 cents.

TIFFIN and DINNER, can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., Agents.

Hongkong, 9th December, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 10th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 10th December, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 10th instant, will be landed at Consignees' risk and expense into Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 14th instant, at 9.30 A.M.

All Claims must reach us before the 19th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & CO., Agents.

Hongkong, 12th December, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

CHINA NAVIGATION COMPANY, LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.</

Shipping.

Arrivals.

Keongwai, Ger. a.s., 1,115, W. Möller, 11th Dec.—Bangkok via Hoihow 1st Dec.—Rice and Teakwood.—B. & S.

Legaspi, Am. a.s., 600, D. Vibar, 11th Dec.—Manila 8th Dec.—Barretto & Co.

Chowtai, Ger. a.s., 1,115, H. Textor, 11th Dec.—Bangkok 3rd Dec. and Aghlin 4th Dec. and Wood.—B. & S.

Doris, Br. a.s., 2,936, W. Smith, R.N.R., 12th Dec.—San Francisco 9th Nov., Honolulu 16th, Yokohama 29th, Kobe 1st Dec., Nagasaki 3rd, and Manila 11th, Mails and Gen.—O. & S. S. Co.

Loosok, Ger. a.s., 1,020, E. Schultzen, 12th Dec.—Bangkok 9th Dec., Rice.—B. & S.

Rubi, Br. a.s., 1,611, R. W. Almond, 12th Dec.—Manila 9th Dec., Gen.—S. T. & Co.

Apronade, Ger. a.s., 611, A. P. Ulderdup, 12th Dec.—Haiphong and Hoihow 11th Dec., Gen.—J. & Co.

Craigearn, Br. a.s., 1,947, B. C. Edmonds, 7th Dec.—Kuchinotzu 1st Dec., Coal.—B. & K.

Cranley, Br. a.s., 2,003, W. E. Steele, 11th Dec.—Durban a. South Africa 18th Nov., Ballast.—G. L. & Co.

Sheila, Br. a.s., 2,237, J. White, 12th Dec.—Westport, N.Z. via Newcastle, N.S.W. 10th Nov., Coal.—Admiralty.

Dilwari, Br. transport, 4,500, E. Moun, 12th Dec.—Singapore 7th Dec., Soldiers—H.M.S. Government.

Carl Diederichsen, Ger. a.s., 774, H. Schlaikier, 12th Dec.—Haiphong 9th Dec., Gen.—J. & Co.

Hector, Br. a.s., 2,446, Edmondson, 12th Dec.—Singapore 12th Dec., Gen.—B. & S.

Inku, Br. a.s., 3,116, E. Dean, 12th Dec.—Malta 4th Nov., Ballast.—Order.

Onda, Br. a.s., 3,419, J. Robtson, 12th Dec.—Kanatsu 7th Dec., Coal.—J. M. & Co.

Arratoon Apcar, Br. a.s., 2,931, E. Fey, 13th Oct.—Penang and Singapore 4th Dec., Gen.—Chinese.

Goldmouth, Br. a.s., 4,853, Starkey, 1st Dec.—Patoum 25th Oct., Oil.—D. & Co. Ltd.

Halaban, Dut. a.s., 893, J. Steendam, 6th Dec.—Foothooch 2nd Dec., Ballast.—A. K. & Co.

Hue, Fr. a.s., 705, Godin, 27th Nov.—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.

Indravelli, Br. a.s., 2,215, S. Cullington, 28th Nov.—Shanghai 24th Nov., Ballast.—M. & Co.

Kiukang, Br. a.s., 1,238, Harris, 10th Dec.—Cantong 9th Dec., Gen.—B. & S.

Kumsang, Br. a.s., 1,021, J. Robinson, 13th Dec.—Philippines 9th Dec., Gen.—B. & S.

Calicas, Br. a.s., W. T. Hannay, 13th Dec.—Kuchinotzu 13th Dec., Gen.—B. & S.

Nanchang, Br. a.s., 1,052, French, 13th Dec.—Canton 12th Dec., Gen.—B. & S.

Kwangtung, Ch. a.s., 1,474, R. Lincoln, 13th Dec.—Canton 12th Dec., Gen.—C. M. S. N. Co.

Loongnoon, Ger. a.s., 1,245, F. Kalkofen, 12th Dec.—Shanghai 9th Dec., Gen.—S. & Co.

Yunnan, Br. a.s., 1,206, Benson, 12th Dec.—Canton 12th Dec., Gen.—B. & S.

Clearances at the Harbour Office.

Hells, for Kobe.

Loongnoon, for Canton.

San Cheong, for Canton.

Hunan, for Canton.

Tak Hing, for West River.

Arabogal, for Moji.

Glenaloch, for Amy.

Woo Sung, for Canton.

Ktukang, for Shanghai.

Tean, for Manila.

Ping On, for Sha-u-tsung.

Hector, for Shanghai.

Juno, for Kobe.

Hot Ho, for West River.

Datt, for Bangkok.

Nanchang, for Ningpo.

Yochow, for Kobe.

Pondicherry.

Dec. 13.

Tourans, for Europe.

Haimun, for Swatow.

Pakat, for Swatow.

Juno, for Kobe.

Shantung, for Sourabaya.

M. Strate, for Swatow.

Liguria, for Singapore.

Taisan, for Canton.

Tye, for Canton.

Tan, for Manila.

Aragona, for Portland.

Yochow, for Kobe.

Katlong, for Iloilo.

Hinlong, for Japan.

Loongnoon, for Canton.

Passenger arrivals.

Per Arratoon Apcar, from Calcutta, &c.—Mrs. Fey and 2 daughters, Miss Watson, Dr. N. Nalladarao, and 500 Chinese.

Per Rubi, from Manila—Messrs. Carlos Young, W. F. Barney, Mariano Tiglao, Thomas E. Borden, James Hamilton, Chua Joo, James Bagaridge, and 40 Chinese.

Per Doric, from San Francisco, &c.—Rev. and Mrs. W. P. Roach, Miss K. L. Schaeffer, Mr. and Mrs. J. P. Lowrie, Mr. and Mrs. E. W. Joy, Dr. and Mrs. A. P. L. Pease, Messrs. J. G. Warwick, A. Kohler, Mr. and Mrs. W. H. Kalbach, Mr. L. Kalbach, Miss M. Kalbach, Mr. and Mrs. R. W. Price, Messrs. J. M. Abbott, E. M. Abbott, Mr. and Mrs. W. D. Keyton, Miss A. Keyton, Major J. O. Hutchinson, Mr. and Mrs. F. Harrison, Mr. N. Shoemaker, Miss M. B. Shoemaker, Lieut.-Col. N. Johnson, R.A., Mr. C. H. Hopkins, Hon. Chas. B. Harris, Mr. and Mrs. M. P. Wilder, Capt. J. B. Briggs, U.S.N., Lt.-Comdr. J. C. Gilmore, U.S.N., Surgeon L. L. in Wedekind, U.S.N., Ass't-Paymaster T. H. Sanderson, U.S.N., Major and Mrs. W. H. Altnet, U.S.A., Capt. W. M. Whittemore, U.S.A., Lieut. W. H. Smith, U.S.A., Lieut. J. W. Wilcox, U.K., Miss M. C. Brett, Mr. and Mrs. A. L. Scott, Master Scott, Mrs. Smith, Dr. E. Knapp, Messrs. R. C. Woods, J. J. Kelly, G. W. Morse, Mr. and Mrs. T. D. Robinson and maid, Mrs. H. M. Jones, Messrs. M. E. Springer, W. T. Page, W. F. Barney, A. D. Gibbs, A. A. Botelho, Dr. M. K. Gwyn, U.S.M.H.S., Dr. D. G. Beebe, Messrs. C. McLane and C. Mourice.

Shipping Report.

Str. Dilwari from Singapore 1.—Light N.E. monsoon.

Str. Blas from Ami Bay 1.—Moderate N.E. monsoon, and fine weather.

Str. Shanty from Westport 1.—Weather fine, moderate N.E. breeze and sea.

Str. Ruth from Manila 1.—Moderate monsoon, and high beam sea, fine and clear weather.

Str. Arratoon Apcar from Singapore 1.—N.E. monsoon winds, and heavy seas prevailing.

Steamers Expected.

Vessels	From	Agents	Due
Tientsin	Singapore	P. & O. Co.	Dec. 15
Malta	Singapore	P. & O. Co.	Dec. 17
Hyson	Singapore	B. & S.	Dec. 17
Athenian	Singapore	C. P. R. Co.	Dec. 18
Manchuria	Japan	P. M. Co.	Dec. 19
Sobralense	Singapore	B. & S.	Dec. 20
Emp. of China	Japan	C. P. R. Co.	Dec. 20
P. E. Friedrich	Japan	M. C. & Co.	Dec. 20
Room	Colombo	M. C. & Co.	Dec. 21
Tijmali	Mojil	C. J. J. L.	Dec. 21
Nicomedea	Portland	P. & A. Co.	Dec. 22
Laisang	Calcutta	J. M. & Co.	Dec. 23
Taiwan	Sydney	B. & S.	Dec. 23
Decauillon	Victoria	B. & S.	Jan. 3

Vessels in Port.

HONGKONG.			
Abbott, E. M.	Kalbach, M.	Kutsch, E. A.	
Abbott, M. M.	Kutsch, E. A.		
Allaire, U.S.A.	Major Kemp, H. H.		
and Mrs. W. H.	Launay, Mr. and Mrs.		
d'Arc, Mr. and Mrs. G. L.	T. E. and child		
Ascoli, Mr. and Mrs. V.	MacCarthy, R. E., Lt.		
Aubert, L.	Col. D. F.		
Barbilon, P.	Macdonald, D.		
Andromeda	Amphitrite,		
Astrea	crusier, 1st class		
Bramble	crusier, 2nd class		
Bingham, Mr. and Mrs.	gunboat, 1st class		
T. E. and child	gunboat, 1st class		
Britannia	gunboat, 1st class		
Centurion	battleship, 1st class		
Cressy	despatch-vessel...	1,700	3,000
Cherub	battleship, 1st class	12,950	13,500
Espigle	sloop	1,050	1,400
Fame	crusier, 1st class	11,000	18,000
Fearless	crusier, 2nd class	11,000	16,500
Glory	gunboat, 1st class	4,363	7,000
Handy	gunboat, 1st class	710	1,300
Hart	battleship, 1st class	10,500	13,000
Humber	despatch-vessel...	12,000	21,000
Iphigenia	water tank and tug	390	300
Janus	sloop	1,070	1,400
Kinsha	torpedo boat destroy.	306	5,700
Lerinthian	crusier, 1st class	1,580	3,200
Moors	gunboat	12,050	13,500
Perseus	torpedo boat destroy.	275	4,000
Perseus	torpedo boat destroy.	275	4,000
Perseus	store ship	1,640	800
Phoenix	crusier, 2nd class	3,600	7,000
Rambler	torpedo boat destroy.	280	3,000
Rosario	river gunboat	85	4
Sandpiper	river gunboat	14,100	11,500
Sirius	river gunboat	180	1,500
Soar	battleship, 1st class	12,950	13,500
Otter	torpedo boat destroy.	350	6,300
Phoenix	sloop	1,015	6
Teal	surveying-vessel	835	650
Thetis	river gunboat	85	240
Tweed	river gunboat	980	1,400
Vengeance	river gunboat	85	240
Waterwitch	crusier, 2nd class	3,600	7,000
Whiting	river gunboat	300	240
Woodcock	torpedo boat destroy.	355	6,300
Woodlark	river gunboat	620	450
Woodlark	torpedo boat destroy.	360	5,900
Woodlark	river gunboat	150	250

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algernon	sloop	1,050	6	1,400	Commander R. Nugent	Hongkong
Algonquin	crusier, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	crusier, 1st class	11,000	16	16,500	Captain R. Wilson Ommanney	Singapore
Astrea	crusier, 2nd class	4,363	10	7,000	Captain Lionel G. Tufnell	Hongkong
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Hongkong
Bingham	Mr. and Mrs. T. E. and child	1,700	4	3,000	Lieut.-Commander T. D. Pratt	Wei-hai-wei
Britannia	gunboat, 1st class	710	6	1,300	Captain Pegge	Singapore
Centurion	battleship, 1st class	10,500	14	13,000	Hon. T. Tudor	Hongkong
Cressy	despatch-vessel...	12,000	21,000			
Cherub	water tank and tug	390	300			
Espigle	sloop	1,070	10	1,400	Commander L. de W. Satow	Hongkong
Fame	torpedo boat destroy.	306	6	5,700	Lieut.-Commander C. A. Aspinwall	Singapore
Fearless	crusier, 3rd class	1,580	12	3,200	Captain P. V. Lewes, D.S.O.	Hongkong
Glory	battleship, 1st class	12,050	16	13,500	Captain How, Stopford	Hongkong
Handy	torpedo boat destroy.	275	6	4,000		
Hart	torpedo boat destroy.	275	6	4,000		
Humber	store ship	1,640	—	800	Lieut. P. M. Riadore	Wei-hai-wei
Iphigenia	crusier, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Hongkong
Janus	torpedo boat destroy.	280	6	3,000	Lieut.-Commander G. B. Powell	Wei-hai-wei
Kinsha	river gunboat	85	4			

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. DUMBEA 10th January, 1905;
S.S. AUSTRALIEN 24th January, 1905.L. BRIDOU,
Acting Agent.

Hongkong, 13th December, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"
Captain F. N. Tillard, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 17th
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Moldavia, 9,500 tons,
from Colombo. Passengers' accommodation in
which vessel is secured before departure from
Hongkong.Silk and
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 29th January, 1905.Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Supintendent,
Hongkong, 3rd December, 1904. [14]NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,VIA
MOJI, KOBE AND YOKOHAMA.Steamers Tons Captains Sailing
Pleistades 1 ... 3,753 F.G. Purington Ab. Dec. 23
Tremont ... 9,606 T. W. Garlick. " Jan. 10
Lyra ... 4,417 G.V. Williams " Feb. 9
Pleistades 1 ... 3,753 F.G. Purington " Mar. 4

Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.Texan ... 8,615 G.D. Morrison Ab. Dec. 15
Tremont ... 9,886 T. W. Garlick. " Dec. 28

* Manila and Honshū.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, "DOCTOR" AND STEWARDES.The twin-screw s.s. *Shamrock* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadi-
ness at sea. Electric fan in each room.Barber's shop and Steam Laundry. Cargo
carried in cold storage.For further information, apply to
DODWELL, & CO., LIMITED,
General Agents.Queen's Buildings
Hongkong, 13th December, 1904. [12]

NOTICE OF REMOVAL

A. FOOKE & CO.

SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

No. 12, POTTINGER STREET,
(opposite their old establishment)

Hongkong, 24th November, 1904. [128]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12¹/₂ inches
diameter by 10 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9 inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly Wheel
and Governor, one cylinder 11¹/₂ inches
diameter by 56 inch stroke.
One HORIZONTAL ENGINE with Fly Wheel
and Governor, one cylinder 16 inches
diameter by 30 inch stroke.
The above can be inspected, and all partic-
ulars obtained, upon application to the
Manager, Kowloon Docks.W. B. DIXON,
Chief Manager,
Hongkong, 10th December, 1904. [132]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleansed and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [96]

TO LET.

WILD-DELL BUILDINGS, NO. 147,
WANCHAI ROAD. Comfortable and
airy flats of 2 or 3 rooms, from \$25 inclusive
of Taxes.No. 13, MOSQUE JUNCTION.
And others to suit various requirements.S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

FURNISHED ROOM and BATH-ROOM
in Caine Road.

Apply—

"ROOM,"
C/o This Paper.
Hongkong, 21st November, 1904. [1258]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIPPON TERRACE.
A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.

Apply to—

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Watkins, Limited.

William Powell, Limited.

Hongkong, 24th November, 1904. [916]

NOTICE OF REMOVAL
A. FOOKE & CO.
SHIP AND HOUSE COMPRADORES,
have this day
REMOVED
TO
NO. 12, POTTINGER STREET,
(opposite their old establishment)
Hongkong, 24th November, 1904. [916]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

	STOCKS	NO. OF SHARES	VALUE PAID UP.	POSITION AT PER RESERVE	LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT QUOTATION	CLOSING QUOTATION
HONGKONG & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$500,000	\$1,025,554	\$1,025,554	Div. of \$1.107, @ exchange 1/9/1904 \$1.025 for first half year 1904	\$1.107	\$1.107
National Bank of China, Limited	99,925	\$7	\$7	\$175,531 \$19,197	\$21,668	\$21,668	\$2 for 1903	\$2	\$2
MARINE INSURANCES	10,000	\$150	\$50	\$1,000,000 \$500,000	\$150,494	\$150,494	\$1 for 1903	\$1	\$1
Canton Insurance Office, Limited	12,000	\$125	\$125	\$1,000,000 \$500,000	\$125,139	\$125,139	Final of 10/- making \$1 for 1903	10/-	10/-
China Traders' Insurance Company, Limited	24,000	\$83-33	\$25	\$1,000,000 \$500,000 \$371,445	Nil	Nil	\$1 for year ended 30.4.1904	71/2	71/2
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 80,000 \$1,000,000 \$20,000	Tls. 217,119	Tls. 217,119	\$1 for 1903	\$1	\$1
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$80,000 \$80,000	\$20,997	\$20,997	\$1 for 1903	\$1	\$1
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$70,000 \$37,794	\$86,284	\$86,284	\$1 for 1902	81/2	81/2
FIRE INSURANCES	20,000	\$100	\$20	\$1,000,000 \$125,675	\$125,675	\$125,675	\$5 dividend & \$1 bonus for 1902	81/2	81/2
China Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$125,675	\$371,110	\$371,110	\$125 for 1902	61/2	61/2
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$125,675	Dr. 56,123	Dr. 56,123	\$1 for 1900	52	52
SHIPPING, TUG AND CARGO BOATS	30,000	\$25	\$25	none	Dr. 56,123	Dr. 56,123	\$1 for year ended 30.6.1903	61/2	61/2
China and Manilla Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,000	Nil	Nil	Interim of 1/- for 1904	52	52
Douglas Steamship Company, Limited	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$16,362	\$1 for first half-year 1904	101/2	101/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	60,000	\$10	\$10	\$205,000 \$100,000	\$5,853	\$5,853	10/- for 1903 @ 1/10 5/16 = \$5,378	41/2	41/2
Indo-China Steam Navigation Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Tls. 55,541	Interim of 1/- for 1904	81/2	81/2
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	Tls. 50	Tls. 50	\$400,000 \$60,000	\$19,555	\$19,555	Interim of 1/- (Coupon No. 4) for 1903	81/2	81/2
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$5	\$15,093	\$1,287	\$1,287	Interim of 8.8 & b. 40 cts. for year ending 30.4.04		